

### Steering Knuckle Dust Seal and Bearing Replacement (Four-Wheel Drive)

Refer to **Figure 43**.

1. Remove the inner (C, **Figure 38**) and outer (A, **Figure 39**) dust seals. Discard both dust seals.

*NOTE*

*When only replacing the dust seals, go to Step 10.*

2. Remove the snap ring (4, **Figure 43**).
3. Support the steering knuckle and press or drive out the bearing.
4. If the bearing was a loose fit in the steering knuckle, check the bearing bore for cracks or severe wear.
5. Clean the bearing bore.
6. Check the snap ring groove for cracks or other damage.
7. Pack the new bearing with grease.
8. Press or drive the new bearing into the steering knuckle. Press or drive against the marked side of the bearing. Force the bearing in until it is fully seated. See *Bearings* in Chapter One for bearing installation information.
9. Install a new snap ring (4, **Figure 43**) with the flat side out. Make sure it seats in the groove completely.
10. Install the dust seals as follows:
  - a. Pack the lip of each dust seal with grease.
  - b. Install both dust seals with the closed side facing out.
  - c. Press both dust seals into the steering knuckle.

### CONTROL ARMS

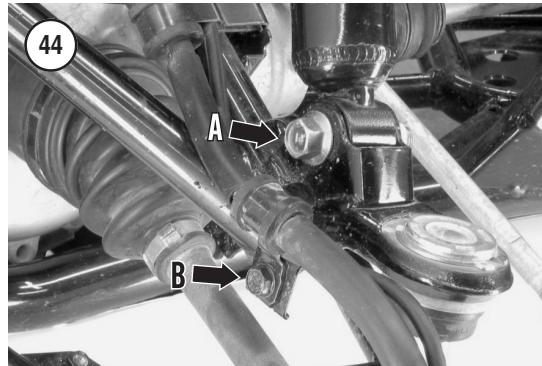
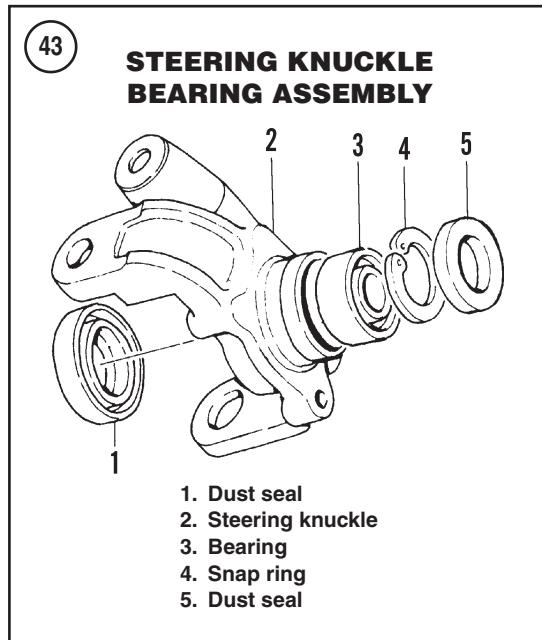
Refer to **Figure 32**.

#### Removal/Installation

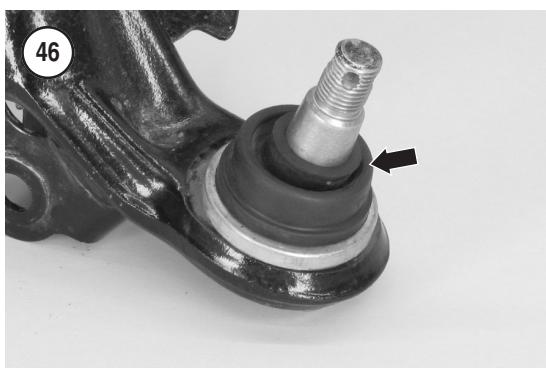
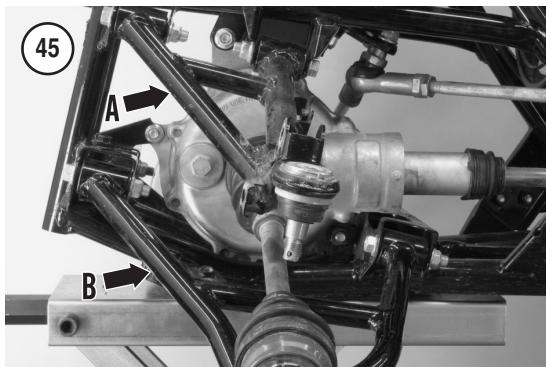
*NOTE*

*In this procedure, illustrations depict a four-wheel drive model. The only major difference between the two-wheel and four-wheel drive versions is the presence of the front drive axle and other minor items that are unique to the four-wheel drive system. Where differences occur that relate to the procedure, they are identified.*

1. Remove the steering knuckle as described in this chapter.



2. Remove the upper control arm as follows:
  - a. Remove the locknut and bolt (A, **Figure 44**) securing the shock absorber to the upper control arm.
  - b. Remove the brake hose and breather tube clamp bolt (B, **Figure 44**) from the upper control arm.
  - c. Remove locknuts and bolts and the upper control arm (A, **Figure 45**).
3. Remove the locknuts and bolts and the lower control arm (B, **Figure 45**).
4. Discard all of the control arm and lower shock absorber locknuts removed in Step 2 and Step 3.
5. Inspect the upper and lower control arms as described in this section.



#### NOTE

Install the locknuts in Step 6 and Step 7 hand-tight. These locknuts will be tightened to their final torque specification after the front wheels are installed and with the ATV resting on the ground.

#### NOTE

Install all control arm mounting bolts so the bolt head is facing toward the front of the ATV.

6. Install the lower control arm (B, **Figure 45**) onto the frame and secure it with bolts and new locknuts.
7. Install the upper control arm (A, **Figure 45**) and secure it with bolts and new locknuts.
8. Install the shock absorber lower mounting bolt and a new locknut (A, **Figure 44**). Tighten the locknut to 30 N·m (22 ft.-lb.).
9. Install the brake hose and breather tube clamp bolt (B, **Figure 44**).
10. Install the steering knuckle as described in this chapter.
11. Install the front wheels as described in this chapter.
12. Lower the ATV so all four wheels are on the ground.
13. Tighten the upper control arm locknuts to 44 N·m (33 ft.-lb.).
14. Tighten the lower control arm locknuts to 44 N·m (33 ft.-lb.).

#### Inspection

##### CAUTION

When cleaning the upper control arm, do not wash the ball joint in solvent. The ball joint cover (**Figure 46**) may be damaged or the grease contaminated.

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1. Clean and dry the control arms.
2. Examine both control arms for bending, cracks or other damage. Replace them if necessary.
3. Inspect the upper control arm ball joint and rubber boot (**Figure 46**). Pivot the ball joint by hand. It should move freely. The ball joint is permanently packed with grease. If the rubber boot is damaged, dirt and moisture can enter the ball joint and destroy it. If the ball joint or boot is damaged, replace the ball joint as described in this chapter.
4. Inspect the pivot bolts and replace them if they are excessively worn or damaged.
5. Inspect the pivot bushings (**Figure 47**) for excessive wear, separation or other damage. If they are damaged, replace the control arm as the bushings cannot be replaced separately.

#### Upper Control Arm Ball Joint Replacement

##### CAUTION

Ball joint removal and installation require special tools. Do not try to re-

*place the ball joints without these tools as the control arm may be damaged.*

*NOTE*

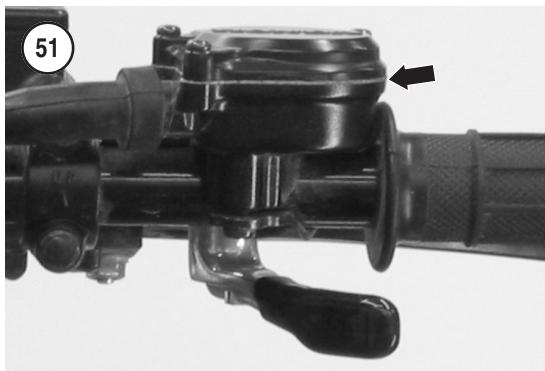
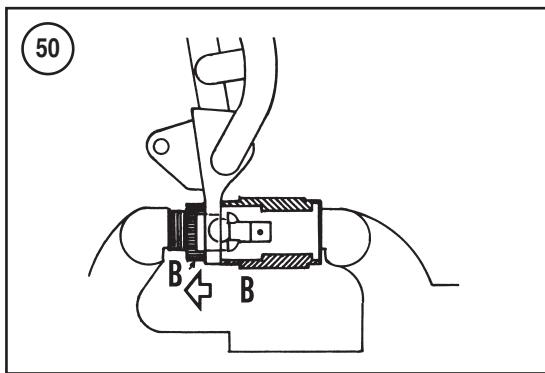
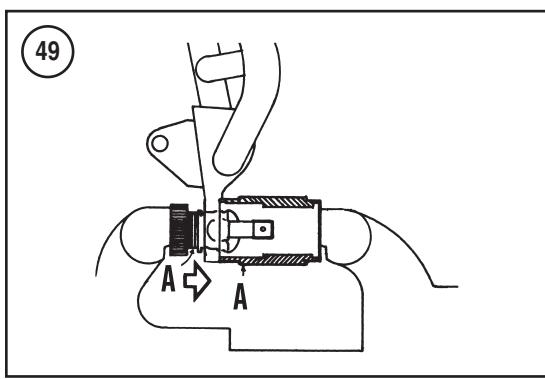
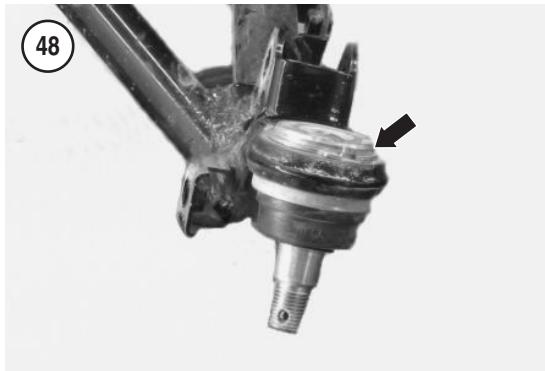
*The lower ball joint is installed on the steering knuckle.*

1. Remove the upper control arm as described in this chapter.
2. Remove the snap ring (Figure 48) securing the upper ball joint to the upper control arm.
3. Position the special tools (Honda part No. 07WMF-HN00100) or equivalents, with the A mark facing the ball joint and install the special tools and the control arm in a vise (Figure 49) or press.
4. Slowly press the ball joint out of the control arm.
5. Remove the special tools, control arm and ball joint from the vise.
6. Clean the ball joint receptacle in the control arm with solvent and thoroughly dry it.
7. Correctly position the new ball joint into the control arm and use the same special tools used for removal. Position the special tools with the B mark facing toward the ball joint.
8. Install the special tools and the control arm in a vise (Figure 50) or press.

*CAUTION*

*While tightening the vise, if there is a strong resistance or if the vise stops moving, stop immediately. There probably is an alignment problem with either the ball joint or the special tool. Realign the ball joint and special tools and try again. The ball joint should press in with a minimum amount of resistance.*

9. Slowly press the ball joint straight into the control arm. Press the ball joint in until it bottoms.
10. Remove the special tools and the control arm from the vise.
11. Make sure the snap ring groove is completely visible in order to accept the snap ring. Press the ball joint in farther if necessary.
12. Install the snap ring so the flat side is out. Make sure the circlip seats correctly.



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